HORESEN & CO., (BANGKOK) LTD.

26/26-27 ORAKARN BLDG., 8TH FL., CHIDLOM ROAD, KWAENG LUMPINEE, KHET PATHUMWAN, BANGKOK 10330 THAILAND TEL.: (66) 2250-0569, 2254-8437 FAX: (66) 2254-9417 TLX: 22339 THOR TH

> Form: 01.03.02 Rev.: 7, 05/02/13

PASSAGE PLAN

Vessel: Thor Dynamic

Vov.: 1309 Date: 20 Nov 2013 From: Barbers Point To: Redwood City

OBJECTIVE: Passage planning is necessary to support the bridge team and ensure that the ship can be navigated safely between ports from berth to berth. The passage plan should cover ocean,

coastal and pilotage waters.

1. BA CHARTS FOR THE PASSAGE

1490	1378	1308		2530		591	588	592			
	 				_						
		<u> </u>			·					<u>:</u>	
		-	-		-			·		No.	
	<u> </u>	- 	:	·		-	-		1	١	1

2. LOCAL CHARTS

<u> </u>	18651	18653	 	-			
					·		

3. REFERENCE PUBLICATIONS

S/no.	Publication	No./Volume/etc.	Remarks
1	Sailing Direction (Pilots)	NP 8, 62	Nil
2	Routing charts	5127(11)	Nil
3	Ocean passage for the world	NP 136	Nil
4	Tide table	NP 204	Nil
5	List of light	NP 80	Nil
6	List of radio signal	281(2),282,283(2),284,285,286	Nil
7	Latest notice to mariners	Weekly 48/2013	Corr' up date

4. OTHER INFORMATION

- Weather forecast available/check and consideration taken for the passage.
- Position plotting interval in coastal waters: Not more than 20 minutes.
- Manoeuvring data available Refer to display in the bridge.
- Draft F: 4.39 m. A: 6.74 m. Air draft: 38.49 m. GM: 6.57 m.

5. PERTINENT NAVIGATION WARNINGS (from Inmasat, Navtex, Radio Nav Warnings, etc)

6. DEPARTURE PORT INFORMATION **PORT: BARBERS POINT**

Pilot station: Barbers Point Pilot Station	VHF Ch.: 07A, 08, 12
Port control : Barbers Point Port Control	VHF Ch.: 12
Vessel traffic System: Nil	VHF Ch.: Nil
Information required for reporting: See below	
(See Guide to Port entry Volume 2 Page 3166, i	List of Radio Volume 286(5) Page 258)
Port Clearance number :	
Other information required : Nil.	

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7. ARRIVAL PORT INFORMATION

PORT: REDWOOD CITY

Pilot station : San Francisco Pilot Station	VHF Ch.: 10,13,16
Port control : San Francisco Port Control	VHF Ch.: 10,13,16,18A
Vessel traffic System : San Francisco Traffic	VHF Ch.: 12,13,14
Information required for reporting: See below	
(See Guide to Port entry Volume 2 Page 3348, Lis	t of Radio Volume 286(5) Page 284)
Required ETA:	
Other information required : As per Agent.	

8. ARRIVAL PORT TIDAL INFORMATION ARRIVAL DRAFT F: 4.39 m. A: 6.74 m.

Date	HW(Time)	LW (Time)	HT (mtr)
26 Nov 2013	0613,1755	1227,2348	1.6,1.2/0.6,0.4
27 Nov 2013	0651,1913	1317	1.6,1.2/0.5
28 Nov 2013	0728,2024	0039,1402	1.7,1.2/0.5,0.2
29 Nov 2013	0805,2126	0128,1441	1.8,1.3/0.6,0.1

Note: Update information if ETA is changed.

9. BAR CLEARING TIDAL INFORMATION

NAME OF BAR: SAN FRANCISCO

Date	HW Time	LW Time	Ht(m) a	Depth Bar(m) b	Available Depth (m) a + b = c	Ship's Draft (m) d	Under keel Clearance (m) c - d
26 Nov 2013	0613	1227	1.60	17.00	18.60	6.74	11.86
	1755	2348	1.20	17.00	18.20	6.74	11.46
27 Nov 2013	0651	1317	1.60	17.00	18.60	6.74	11.86
	1913	Nil	1.20	17.00	18.20	6.74	11.46
28 Nov 2013	0728	0039	1.70	17.00	18.70	6.74	11.96
111111111111111111111111111111111111111	2024	1402	1.20	17.00	18.20	6.74	11.46
29 Nov 2013	0805	0128	1.80	17.00	18.80	6.74	12.06

Note: Update information if ETA is changed.

10. TIDAL CURRENT AT THE BAR

Date	Time	Direction (000)	Speed (Kts)
		MI	
		NIL	
4			

11. NOTES FROM MASTER OR NAVIGATIONAL OFFICERS OF THEIR PAST EXPERIENCE ON THIS ROUTING.

From	Master	See Master Night Order.
From	C/O	Nil.
From	2/0	Nil
From	3/0	Nil.

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X	
	True course and distance on planned track.
X X	Alter course positions. Outlying dangers and prohibitive areas
-	Wrecks and hazards within 5 miles.
$\overline{\boxtimes}$	Radar conspicuous objects. (mark only the information that are useful)
	Parallel indexing information
	Reporting positions for vessel traffic information system. Abort/cancellation points for critical manoeuvres
×	Wheel over positions for each course alteration
	Maximum allowable off-track margins for each leg
X	Tum radius for each course alteration
I3. MAF	RINE ENVIRONMENTAL PROTECTION TO BE TAKEN INTO ACCOUNT.
	see attachment file with this Passage Plan (Refer Marpol Annex V)
14 SDF	CIFIC NOTES FOR THE PASSAGE
S/no.	Notes (Indicate chart no. and leg identification before each note)
1	Ba chart no.229 See Note "Call San Francisco VTS report passing reporting line on
······································	VHF Ch.12 and call San Francisco Pilot Station send ETA to Pilot Station on VHF Ch.
	10,13,16".
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17. BUNKER DURING VOYAGE

Bunker ROB. On Departure :
Bunker ROB. On Arrival :
Which Oil Tank to be consumed during the voyage: No.2 F.O.T."C".
No.1 DO Tank(P).

18. STABILITY OF THIS VOYAGE

Stability (GM) DEP: 6.57 m.	
Stability (GM) ARR: 6.57 m.	
Bending Moment DEP: 59 %	
Bending Moment ARR: 59 %	
Shear Force DEP: 49%	
Shear Force ARR: 49%	

Third Officer

Chief Officer

Second Officer

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TEL.: (66) 2250-0569, 2254-8437 FAX: (66) 2254-9417 TLX: 22339 THOR TH

Form: 01.03.02.01 Rev : 3, 15/07/10

WAY-POINT CHECKLIST

Vessel: M.V.Thor Dynamic

Vov : 1309

From : Barbers Point (Berth)

To: Barbers Point (Pilot Station)

Date : 20-Nov-13

WP	Location	Latitude	Longtitude	CO.	Dist.	DTG.	* Underkeel Clearance (m)
1	Barbers Point Berth	21-19.85 N	158-06.80 W	248	0.53	2.27	4.66
2	Barbers Point Harbour	21-19.65 N	158-07.33 W	225	0.88	1.74	5.06
3	Southwest of Buoy no.1	21-19,03 N	158-08.00 W	213	0.86	0.86	6.76
4	Barbers Point Pilot Station	21-18.30 N	158-08.50 W		54-00-00-00-00-00-00-00-00-00-00-00-00-00	0	31
	From Berth to Pilot Station	Various Course and	Speed by Master and	dvise.			
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Note: 1. This Passage Plants to be completed by the Navigating Officer prior to departure port.

2. This Passage Plan is to be completed from berth to berth, however waypoints may be entries as "Various courses and speed as per Master's orders" between pilotage waters/river/berth but courses MUST be laid on the chart.

3. * Underkeel Clearance - minimum clearance réquired under keel in critical areas with restricted water depth.

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Form: 01.03.02.01 Rev : 3, 15/07/10

WAY-POINT CHECKLIST

Vessel: M.V.Thor Dynamic

Voy : 1309

From : Barbers Point (Pilot Station) To: San Francisco (Pilot Station)

Date : 20-Nov-13

WP	Location	Latitude	Longtitude	co.	Dist.	DTG.	* Underkeel Clearance (m)
1	Barbers Point Pilot Station	21-18.30 N	158-08.50 W	_ 166	3.9	2098.28	6.76
2	South of Barbers Point	21-14.50 N	158-07.50 W	120	9,12	2094.38	344.26
3	South of Mamala Bay	21-10.00 N	157-59.00 W	090	17.76	2085.26	584.26
4	South of Koko Head	21-10.00 N	157-40.00 W	062	42.33	2067.5	443.26
5	North of Molokai	21-30.00 N	157-00.00 W	061	1907.8	2025.17	655.26
6	West of California	37-07.00 N	125-00.00 W	075	96.61	117.37	3385.26
7	Off San Francisco TSS	37-32.00 N	123-03.00 W	055	15.9	20,76	471.6
8	Southeast of Bay Gong "W"	37-41.00 N	122-46.50 W	053	4.86	4.86	45
9	San Francisco Pilot Station	37-43.90 N	122-41.58 W			0	31
		000mm*000mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*700mm*70					

Prepared by 2nd / Officer:

Approved by Master:

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Form: 01.03.02.01 Rev: 3, 15/07/10

WAY-POINT CHECKLIST

: 1309 Vessel: M.V.Thor Dynamic Vov From : San Francisco (Pilot Station) To: Redwood City (Berth) Date : 20-Nov-13

WP	Location	Latitude	Longtitude	co.	Dist.	DTG.	* Underkeel Clearance (m)
1	San Francisco Pilot Station	37-43.90 N	122-41.58 W	056	3.47	37.16	31
2	West of Buoy Whis no.2	37-45.80 N	122-37.90 W	070	5.95	33.69	16.5
3	North of Mile Rks.	37-47.90 N	122-30.90 W	058	2.06	27.74	46
4	Under Golden Gate Bridge	37-49.00 N	122-28.70 W	086	2.78	25.68	96
5	South of Alcatraz Island	37-49.20 N	122-25.20 W	115	1.66	22.9	19.2
6	Northeast of Coit Tower	37-48.50 N	122-23.30 W	152	1.69	21.24	14.5
7	Southeast of Rincon Point	37-47.00 N	122-22.30 W	165	5.49	19.55	19.2
8	Southeast of Hunters Point	37-41.70 N	122-20.45 W	158	4.53	14.06	13.4
9	East of San Bruno	37-37.50 N	122-18.30 W	131	4.51	9.53	13
10	East of Little Coyote Pt.	37-34.55 N	122-14.00 W	120	2.1	5.02	13
11	East of Bay Slough	37-33.50 N	122-11.70 W	176	1.5	2.92	13
12	East of Redwood Pt.	37-32.00 N	122-11.58 W	209	0.19	1.42	18
13	East of Redwood Creek	37-31.83 N	122-11.70 W	223	0.75	1.23	17
14	North of Westpoint slough	37-31.28 N	122-12.34 W	206	0.48	0.48	16
15	Redwood Berth	37-30.85 N	122-12.60 W			0	16
	From Pilot Station to Berth	Various Course and	Speed by Master and	Pilot advise.			
	Total Distance		2137.71 NM				
	Total Distance		2098.28 NM	 		 	:
	Total Steaming Time	\$					
		Speed 13.0 Knots	06D 17H 24M	ļ			: Marie Land Albert (1920) Marie (1921) Marie (1921)
	Total Steaming Time	1	OCD 44H OCH	1 1		1	I .
	Total Steaming Time	Speed 13.5 Knots	f				<u> </u>
	Total Steaming Time Total Steaming Time	Speed 13.5 Knots	f				

Prepared by 2nd / Officer:

Approved by Master:

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3. * Underkeel Clearance - minimum clearance required under keel in critical areas with restricted water depth.

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Table 1 Summary of restrictions to the dischargeof garbage into sea (Under Regulation 4, 5 and 6 Of MARPOL ANNEX V)

		All ships except platforms ⁴				
	Garbage Type ¹	Outside special areas Regulation 4 (Distances are from the	Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf)			
1.	Food waste comminuted or ground ²	≥ 3 nm, en route and as far as practicable	≥ 12 nm, en route and as far as practicable ³			
2.	Food waste not comminuted or ground	≥ 12 nm, en route and as far as practicable	Discharge prohibited			
3.	Cargo residues 5,6 not contained in washwater	≥ 12 nm, en route and as	Discharge prohibited			
4.	Cargo residues 5,6 contained in washwater	far as practicable	≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2) ⁷			
5.	Cleaning agents and additives contained in cargo hold washwater	Discharge permitted	≥ 12 mm, en route and as far as practicable (subject to conditions in regulation 6.1.2) ⁷			
6.	Cleaning agents and additives 6 in deck and external surfaces washwater	" Discharge permutter	Thischarge permitted			
7.	Animal Carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prolabited			
8.	All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator asbes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	Discharge prohibing	:)rectiningly gerolikaried			

Remark

- When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.
- Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25 mm.

 The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise
- Offshore platforms located 12 nm from nearest land and associated ships include all fixed or floating platforms engaged in exploration or exploitation or associated processing of scabed mineral resources, and all ships alongside or within 500 m of
- Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.
- These substances must not be harmful to the marine environment.
- According to regulation 6.1.2 MARPOL Annex V the discharge shall only be allowed if:
- a.) Both the port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between these ports (regulation 6.1.2.2.); and
 b.) If no adequate reception facilities are available at those ports (regulation 6.1.2.3)

Issue: 12 Dec 2012 Thoresen & Co., (Bangkok) Ltd.